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23

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The Daily Press.

HONGKONG, AUGUST 14TH, 1912.

In view of the statements which have been published during the past six months regarding the renewed cultivation of Opium in China, one turns with more than ordinary interest to the reports of the Commissioners of Customs, as they are issued, to see what these have to say on the subject. It is in these official reports that one looks for the most authentic information on the subject, as the Commissioners are in an excellent position to form a judgment on the subject. Only three fascicles of the Reports have yet been issued, namely, V. I. I., which covers the Northern "Ports," from Aigon to Kichow; Volume II, which comprises the Yangtze Ports; and Volume III, which gives the Central Ports (from Shanghai to Wenchow). From Volumes II and III, we are able to get a fairly comprehensive review of the opium situation in China, and the unanimity of opinion among the Commissioners that the Government is working earnestly, honestly and successfully for the suppression of both the cultivation and consumption of opium is noteworthy. The Commissioner at Shanghai shows that the gross importations of native opium into that port for 1911 (1,940 piculs) show the phenomenal decrease of about 12,000 piculs with a value of about 12 million Hailwan taels. The review of the extraordinary conditions of the foreign opium market at Shanghai which Mr. MERRILL gives us produce in another column, and we need only note here that the Commission remarks that "it has to be recorded, with the utmost satisfaction, that the continuity of the policy of the ultimate suppression of the opium

traffic seems to have been in no way affected by the revolution. Both parties profess to be entirely in accord upon this all-important question; and there is no reason to anticipate any relaxation of the repressive measures, which are well calculated to attain the object ultimately aimed at, viz., to restrict the use of the drug to medical purposes only." Taking the Yangtze ports in order, we may note that the Commissioner at Chinkiang says: "Prices show that there is a scarcity of the drug, the enormous rise in the price of the native drug showing very plainly that the demand is in excess of the supply." The report from Nanking notes "a general decrease." The Wuhu report is that "283 piculs only of various kinds of native opium, mostly Szechuan, were imported—a decrease of 631 piculs. Prices rose during the year from 1,100 to 2,550 taels." The Commissioner at Kowkiang observes that, "Owing to the effective suppression of its cultivation in Yunnan and Szechuan, native opium importation fell to 1,498 piculs, or less than one-fifth of the previous year's import." The Commissioner at Hankow writes: "Throughout the year the opposition to the use of the drug was fully maintained. The new local government strongly disapproves of its use, and it will not be surprising if native opium almost reaches the vanishing point in 1912; but there is no local knowledge of the stocks in Szechuan and Yunnan." From Changsha the report is that, "Naturally, in the first days of the revolution, all restrictions were relaxed, and it is said that planting was resumed in some districts. At the earliest possible opportunity the new government took up the matter and enforced even more drastic measures than were formerly employed, the chief features of which were as follows: The system of licensed establishments is abolished and all private sales prohibited." The Commissioner at Shasi writes: "In districts near Shasi the prohibition of poppy cultivation appears to be strictly enforced." From Ichang the report is: "It is reported that during the disorder which attended on the early stages of the revolution in Szechuan, many farmers began planting the poppy again, but that the authorities, having been apprised of this fact, are taking severe measures to stop the cultivation." Finally, we come to the report of the Commissioner of Chungking, who writes: "The restrictions against the smoking of opium continued, and must have been very successful, as the many smoking dens and the smell of the pipe, which formerly were so noticeable in every street of Chungking, are now no longer to be met with. At the time of writing, the new authorities at Chungking have issued a proclamation ordering the closing on 3rd March of the remaining places where opium for inveterate smokers is still sold. By this means it is to be hoped that whatever ground in the fight against the growing and smoking of the drug has been lost in the recent general disorder will be regained, and that the Chinese will speedily reach the goal at which they aim—complete freedom from the opium evil." Reports of a similar character come from all the Central ports—Wenchow, Ningpo, Hangchow, and Soochow. It is, perhaps, important to state that it is since these reports were compiled—that is to say, since the month of March—that reports have been published of a renewal of the cultivation of opium on an extensive scale in Yunnan, Szechuan and Chekiang, and elsewhere. We may, for example, quote the following reference to the growing of opium in Kweichow, which appears in one of the latest issues of the N.-C. Daily News to hand: "There is no doubt that the opium prohibition movement has had a big setback in this province owing to the revolution. Very many who had managed to break off the habit have gone back to it, and it is said to see the many quite young men now smoking. Most surprising of all, perhaps, is the fact that many of the soldiers from Yunnan have taken to opium; for we had somehow got the notion that they were anti-opium to a man." In the same issue of our contemporary there is a paragraph written by a correspondent in the province of Kansuh, giving equally unsatisfactory intelligence. "In most parts of this district," he says, "an enormous quantity of opium was sown, but the plants being unsatisfactory most of it was ploughed up and autumn grains were planted in place of opium." In view of what is said in the reports of the various Customs Commissioners as to the determination of the Government to suppress the opium habit by the most drastic measures, it remains to be seen how much cultivated opium will be allowed to come into the market. It would seem, however, that the opium crop has been gathered in a great many places, and unless the authorities are able to effectually prevent its sale, the reports of the Commissioners of Customs for the present year are unlikely to be as encouraging in this connection as are the reports for 1911.

Only four cases of plague were reported in the Colony last week.

A bluejacket on board H.M.S. *Pegasus* died from the heat at Hankow on the 2nd inst.

A thief entered the pavilion of the Kowloon Bowling Club on Sunday night and stole a mirror valued \$14.

The body of a coolie was found in the water tank at the bottom of No. 2 hold of the s.s. *Taming* on Monday.

The Canadian Northern Railway, when their trans-continental line is completed, intend to establish a steamship service to the Orient as well as to Australia.

For taking up an unauthorised stand in Des Vaux Road Central, six ricksha coolies were at the Magistracy yesterday fined one dollar each or three days in prison.

Six men and a boy, arrested in connection with an armed robbery at Kowloon City on August 1st, appeared at the Magistracy yesterday and were remanded.

The Chinese Government contemplates offering an advisership to M. Padoux, a French jurist who has rendered distinguished service as legal adviser to the Siamese Government.

A big blaze was seen on the Praya East yesterday morning near No. 2 Police Station. In a shed where tar was being boiled in pans it over-ran into the fire, causing a huge blaze, which fortunately was not allowed to spread.

In the cricket match at Wei-hai-wei between a Shanghai XI and an eleven from the Fleet the latter compiled 302 in their first innings, and Shanghai 235. In their second innings the Navy scored 184 for nine wickets, when rain put a stop to play.

Two Chinese coolies engaged in unloading a junk and carrying bags into the godowns on the water front down at West Point were knocked down on Monday by motor-car No. 12 and received injuries which necessitated their removal to the hospital.

Lady May was "at Home" yesterday afternoon at Mountain Lodge, but heavy rain falling at the time prevented many from attending. This was unfortunate in view of the arrangements that had been made for the entertainment of a large number of people. However, those who attended felt amply repaid for braving the elements.

The Chinese who have been arrested for the murder of Gow Eon Chan, a wealthy Chinese merchant at Singapore, last year, and who has pleaded guilty to the crime, again appeared before Mr. Irving at the Magistracy yesterday. Inspector Collett informed his Worship that he had received a telegram from Singapore stating that action had been taken. The prisoner was again remanded pending the arrival of someone to identify him.

Among the twenty candidates selected to go abroad as students at the expense of Kwangtung government are two girls, Miss Lou Yau Jit and Miss Liu Fung Yen. They are both from Canton Christian College. Six girls took the examination for appointment, and they were the only successful ones. Miss Liu's father is an instructor in Canton Christian College. This college made the best showing among the schools represented in the recent contest. Ten of the twenty successful candidates come from that institution.

The chief steward of the s.s. *Kwongai* and an assistant were charged before Mr. Melbourne at the Magistracy yesterday with having imported three bottles of brandy into the Colony without having paid import duty. Revenue Officer Wilden explained that the duty on each bottle was 70 cents. The bottles had been taken from the ship's stores, and no duty had, of course, been paid. His Worship remarked that it was a most serious offence, and ordered the steward to pay a fine of \$25 and dismissed his assistant with a caution.

A third attempt is to be made to navigate the old war junk *Yungpo* across the Pacific for the San Francisco Exhibition in 1915. So far \$15, 30,000 have been spent on the venture, the N.-C. Daily News says, and it is felt that a similar sum will have to be expended before the project has been finally carried through. The promoters are, however, prepared to go to any length to achieve success, for they feel that the junk will assuredly be one of the most interesting features of the exhibition, if only she can be safely navigated across the stream of ocean.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GENERAL ANDERSON'S SON KILLED.

LONDON, August 13th.

A message from Boulogne states that Mr. William Anderson, son of Major-General Anderson, commanding the troops in South China, was killed by the Calais-Basle express train at a level crossing near Boulogne. His mother and two other sons, who accompanied him, escaped. [We are sure we are expressing the sentiments of the Colony in tendering deep sympathy to H.E. General Anderson and Mrs. Anderson in this tragic bereavement. This being school vacation in England, Mrs. Anderson and her sons were on the Continent on holiday.]

BRITISH MILITARY AVIATION.

LONDON, August 13th.

The Army aviators gave a fine exhibition on Salisbury Plain. Experts say that they rival any army in the world. De Havilland secured the British record for altitude by attaining a height of 9,500 feet, with a passenger, and remained at that altitude for three hours.

OPENING OF THE GROUSE SEASON.

"COLDEST" "TWELFTH" ON RECORD.

LONDON, August 13th.

Grouse shooting opened splendidly on Monday, the season in the North being especially good. The King joined the Duke of Devonshire's party at Bolton Abbey.

LATHE.

Monday was the coldest 12th of August on record, the thermometer standing twenty degrees below the average. Persistent rain fell, and in some parts of England there were four degrees of frost, and furs were fashionable wear.

TEST CRICKET.

ENGLAND V. SOUTH AFRICA.

LONDON, August 13th.

The eighth test cricket match was commenced at the Oval on Monday in cold and threatening weather conditions. There was an attendance of 8,000. The wicket was difficult, and South Africa only scored 95 in their first innings, Taylor and Snook with 23 each being the largest contributors. Barnes took five wickets for 38 runs and Woolley five for 41. England made 176, Hobbs scoring 68. Faulkner took seven wickets for 84 runs. Stumps were drawn early owing to the bad light.

SCULLING CHAMPIONSHIP.

LONDON, August 13th.

An Ottawa telegram states that Durnan has challenged Barry to row on the Thames in the Autumn for the world's championship.

CANADA AND NAVAL DEFENCE.

LONDON, August 13th.

The *Times* correspondent at Toronto wires that the Liberal *Globe* insists upon Canadians settling their own naval defence, and says that a demonstration of battleships in Canada and the speech-making campaign by Mr. Churchill would open up a prospect of united Canadian action.

RENEWED EARTHQUAKES IN TURKEY.

LONDON, August 13th.

A Reuter's message from Constantinople reports that three quakes were felt at Gallipoli to-day, a hotel being destroyed by fire.

ITALY AND TURKEY.

ITALY AGAIN AGGRESSIVE.

LONDON, August 13th.

Reuter's correspondent at Hodeidah telegraphs that the Italian cruisers *Piedmonte* and *Arctura* shelled the military building and camp outside the town throughout the 26th of last month. Two magazines were exploded, causing a conflagration lasting two hours. The damage is estimated at £100,000.

RUSSIA AND FRANCE.

LONDON, August 13th.

A message from St. Petersburg states that the Tsar reviewed 60,000 troops at Krasnoe Selo, and that M. Poincare, the French Prime Minister, lunched in the Imperial tent.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN ULSTER.

LONDON, August 13th.

MR. CHURCHILL DENOUNCES UNIONIST LEADERS.

Mr. Churchill, in a long letter to the Dundee *Liberals*, denounces Mr. Bonar Law and Sir Edward Carson for inciting Ulstermen to civil war. He says they would be shocked and frightened if after the melodramatic stuff exploded they found themselves not in office but in a felon's cell or the place of execution. There was no need to excuse violence in a constitutionally governed country, and still less in the centre of the vast Empire, where the work of consolidation and reconciliation would be arrested by the doctrines of Bonar Law, which are the doctrines of Ben Tillett.

MR. BONAR LAW REPLIES.

Mr. Bonar Law, replying to Mr. Winston Churchill, declares that the Government have manoeuvred themselves into positions in which they thought they could carry Home Rule against the will of the majority of the electors. "Mr. Churchill is right in thinking that I do not anticipate civil war, but there would have been a real danger of civil war if the Government had been allowed to move blindly towards the precipice without clear warning of the perils in front. They know now that if they attempt, without first obtaining the sanction of the electors, to drive Ulster out of the Union, that the attempt will be resisted not only by loyalists in Ireland but by the overwhelming majority of the people of Great Britain. And the attempt will not be made."

"THE RELIEF OF LONDONDERRY."

Demonstrations were held in Londonderry and Dunganon to celebrate the Relief of Londonderry, 20,000 people being present. The speeches delivered advocated vigorous resistance to Home Rule.

RECORD BREAKING CROPS.

LONDON, August 13th.

The report of the United States Secretary for Agriculture predicts record breaking crops. He estimates that the total value will be £1,800,000,000, resulting in a reduction of the cost of living.

Private reports of the cotton crop estimate that it will be the second largest in the history of the United States.

RECORD IN ELECTROCUTION.

LONDON, August 13th.

Reuter's correspondent at New York wires that one negro and six Italians were electrocuted at Sing Sing Prison yesterday. This is the largest number in one day up till now.

PANAMA CANAL BILL.

LONDON, August 13th.

Reuter's correspondent at New York telegraphs that the provision in the Panama Canal Bill excluding ships owned by American railroads from the Canal is arousing the fiercest opposition in railroad circles, which declare that the provision establishes a monopoly for the coastwise trade. The American Press combines in attacking the Bill in the warmest language as an act of incredible folly and wanton selfishness.

THE PANAMA CANAL TRAFFIC.

LONDON, August 13th.

The Royal Mail Line has placed contracts for four 850 feet liners specially for the Panama Canal traffic. A boom in shipbuilding is anticipated, arising out of the Anglo-German rivalry to secure the Panama Canal traffic.

RUBBER ATROCITIES.

LONDON, August 13th.

The British Charge d'Affaires at Washington has called the attention of the State Department to the proposed despatch of a Catholic Mission to Puxmayo, and has appealed to Cardinal Gibbons to co-operate. He says that the cruelties in the rubber district continue.

[THROUGH REUTER'S AGENCY.]

STEAMER STRIKES ICEBERG.

LONDON, August 13th.

Reuter's correspondent at Montreal telegraphs that the captain of the liner *Corsican*, with 200 passengers on board, has sent a wireless message reporting that the vessel struck an iceberg. She was going slow at the time. Her stem is damaged, but she is not making water. She is continuing on her way to Liverpool.

ENGLISHMAN ELECTED PRESIDENT OF PERU.

LONDON, August 13th.

Senor William Billinghurst, son of an English merchant, and a non-party man has been elected President of Peru.

FIGHTING IN MEXICO.

LONDON, August 13th.

A telegram from Mexico city states that a train was ambushed by followers of Zapata in a canyon at Cuautla Morelos, and 35 soldiers and 20 passengers were killed.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday. Mr. E. D. C. Wolfe, President, was in the chair, and there were also present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. R. Hallifax (Registrar-General), Colonel Irwin, Messrs. F. B. L. Bowley, A. L. Carter, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen-Rowlands (Secretary).

AFFECTING A PAWNBROKER'S BUSINESS. Application was received for permission to retain the skirting on the second floor of No. 203, Hollywood Road. This was a plague infected area, and the ground of the application was that as the premises were occupied by a pawnbroker the removal of the skirting would affect the conduct of the business.

MR. CHAN KAI MING MINUTED.—If we can attain the object aimed at without taking the woodwork down, do so by all means.

DR. FITZPATRICK.—Could the space between the woodwork and the brickwork not be filled in with cement? The same object would be attained and the walls still further strengthened.

MR. CARTER.—The estimate of the amount of wall to be rebuilt, \$1.20 a square yard, should be given. It was decided to wait for a further report on the matter.

PREPARING FOR THE FUTURE.

THE PRESIDENT, in submitting a plan relative to the proposed extension of No. 1, Police Station, Sanitary Department Stables, explained that this was designed to provide accommodation for bullocks in the event of the scavenging being undertaken by the Department. Accommodation would be provided for 32 bullocks in one stable and 13 in another, it being desirable to have separate stables in case of rinderpest.

SUGGESTED RECONSIDERATION.

CORRESPONDENCE relative to the erection of two water-closets on premises on New Kowloon Inland Lot No. 33, Tai Po Road was submitted.

THE PRESIDENT said members seemed to be unanimously of opinion that the matter should be reconsidered, and he moved that the letter of Mr. Playfair be forwarded to the Governor-in-Council, which should be asked to reconsider the position.

Agreed to.

POKFULAM FILTER BEDS.

In accordance to an application for permission to erect seven w.c.s and five urinals at the new University hotel to be erected on Hatten Road, the Board agreed to call the attention of the Government to the desirability of closing the filter beds.

RAT RETURNS.

The rat returns showed that during the week ended July 27th in Hongkong and Kowloon 1,108 rats were killed. Seven of these were found to be plague infected. Of the 1,066 killed in the following week six were plague infected.

CHINESE MOURNING FOR THE EMPEROR OF JAPAN.

The Chinese Government has, in accordance with the precedent established by the Diplomatic Body, on the occasion of the death of the late Emperor Kwang-hsu and the late Empress Dowager of the Ta Ching dynasty, ordered a period of mourning to last twenty-seven days in connection with the death of the Emperor of Japan. It is understood during this period the national flag will be flown half-mast. Officials holding intercourse with representatives of the Japanese Government will wear mourning for that period.

SUPREME COURT.

Tuesday, 13th August.

IN SUMMARY JURISDICTION.

REPORT BY MR. H. H. J. COMPERTZ
(PUNISH JUDGE).

CLAIM BY TAILORRESSES.

Maria dos Remedios sued the Hongkong Tailoring Company for \$30, being one month's salary and one month's salary in lieu of notice, and Adeline dos Remedios claimed from the same defendant \$30 for one month's salary and one month's salary in lieu of notice. Plaintiffs appeared in person, and defendant was represented by Mr. Leo d'Alamada.

Mr. d'Alamada asked that the two actions might be taken together as both plaintiffs had been engaged by the defendant at the same time. The defence was that the girls had been engaged on probation, and the defendant not being satisfied with their work paid them off at the end of the first month. The agreement was a verbal one.

Plaintiffs said that they started work on 11th June and were paid some salary at the end of that month. On the 15th July they were dismissed.

Plaintiffs' brother said their claim was for half month's salary and one month in lieu of notice.

Nicolas Joseph Pinto, manager of the defendant Company, spoke to having engaged the girls on trial, but as they spoke too much and did not like certain work he told them to go away.

After hearing further evidence, his Lordship entered judgment for defendant.

THE WRECKED STEAMER
"QUINTA"

GREAT AND FITTINGLY COMPLETELY MOTTED.

The tug *David Gillies*, which went down to the Paracels last week with a salvage party in charge of Mr. J. Ormiston, of Messrs. Macdonald & Co., to make another attempt to float the wrecked steamer *Quinta*, has returned to Hongkong, and the hull of the *Quinta* still remains high and dry on the rocks. The hull was found to be almost intact, but it was seen to be quite impossible to float her, failing an exceptionally high tide, such as could not be hoped for. When the vessel was boarded it was evident that an expert hand of wreckers must have been in possession of her for some considerable time, as she had been stripped from stem to stern. All fittings, derricks and gear of every description had been removed. The main engine had been stripped of every piece of brass, and all moveable fittings, and engine-room stores had been removed. In short, the stripping throughout the ship had been complete, and in the circumstances there was nothing for the *David Gillies* to do but to return to Hongkong with this information.

MR. BLAND ON CHINA.

Mr. J. O. P. Bland, who is always worth reading upon Chinese questions, finds the root cause of present unrest in a habit and ideal of life that are incompatible with economic stability. He writes:

A nation which implicitly believes, and unanimously acts on the belief, that a man's first duty in life is to provide as many material comforts as possible for the comfort of himself and of his ancestors, inevitably condemns vast masses of its people to the lowest depths of poverty, and condemns the body politic to regular recurring catastrophes. The chronic condition of China, except in those districts where plague or famine or civil war has temporarily relieved the pressure, is a struggle for life unequalled in any other part of the world—a struggle so desperate that the fittest who survive must of necessity be endowed with peculiar qualities of physical resistance and vitality.

RUBBER COMPANIES.

Straits Settlements (Bertram) Rubber Company.—It is announced that the issue of 75,478 additional shares of 2s. each, recently offered to the shareholders at 1s. per share, has been over-subscribed by the shareholders. The company also states that 24 tons of first latex crepe rubber have been sold for delivery in equal quantities in each month next year at 4s. 6d. per lb.

The Sumatra Consolidated Rubber Estates.—The report for the year ended April 30th states that the directors are able and propose to pay out of profits a dividend of 10 per cent. for the year, amounting to \$5,000. Of this sum there will be distributed to the shareholders \$4,200 and to the vendors \$1,800, being a refund of advances for the guaranteed dividend of 5 per cent. on 35,043 shares. A sum of \$212 remains to be carried forward. The full dividend of 5 per cent. for the year ending April 30th, 1913, on 35,043 shares is still covered by the vendors' guarantee, and the necessary sum remains deposited with the company's bankers. On April 30th last 46,000 trees were being tapped, but this number will be steadily increased during the present season. The current year's crop is estimated at 120,000 lbs. from an area of 692 acres. It is hoped to bring the total area of land under cultivation up to about 2,500 acres by April next.

CHINA'S POLITICAL ADVISER.

DR. MORRISON'S REMARKABLE RECORD.

The Peking correspondent of the *China Press* (the American paper published at Shanghai) writes:

The appointment of Dr. George E. Morrison, the famous correspondent of the *London Times*, as "Political Adviser to the President" is one of the most encouraging things the new Government has done and indicates a desire to avail itself of alien talent in the work of rebuilding a stable Government. Incidentally, the Government has paid a high compliment to Dr. Morrison.

The appointment has been favourably received here, and it is believed that Dr. Morrison will be most helpful to the new Government. Foreign advisers of the past have found that their greatest task was to get the Chinese officials to accept their advice. More often than otherwise the advisers were left to do nothing at all and served out their contracts as figure heads. It is believed, however, that Dr. Morrison will be of real assistance and will make himself exceedingly valuable to China, as he not only understands the Chinese, perhaps more thoroughly than any other foreigner, but he has their full confidence as well. There is probably no other foreigner in the entire country to whom the Chinese have, during the last few years, and particularly during the last few months, turned for counsel so much as to this journalist.

Dr. Morrison will take up his duties in October. He leaves Peking on a flying trip to England next Tuesday. His contract is one of the most flattering the Government of China has ever made for a foreigner. It provides that Dr. Morrison be employed for a period of five years. The compensation is liberal. Above all, the wording is such that it bestows a high compliment upon the new adviser, the characters used being different from those ordinarily employed. As one prominent official said, it isn't a contract, nor an agreement, nor a compact, but it is an invitation from the people of China to Dr. Morrison to come and help them.

Announcement will shortly be made, it is expected, of the selection of other advisers. The Government is still negotiating with Prof. Jenks of Cornell University, and it is probable that he will shortly become financial adviser. Sir Francis Piggott and Prof. Ariga, a noted Japanese authority on international law, are being considered for the legal adviser. There is a report here that every Cabinet Minister will have an expert foreign adviser.

HOW ADVISERS ARE CHOSEN.

The Chinese Government is going about selecting advisers without consulting any other Government. The British Legation was not officially informed of the plan to employ Dr. Morrison and nothing has been said to the American Legation about it. Prof. Jenks. The Government considers that these men will be the employees of the Government and that the Legations will have nothing to do with them. While it seems likely that international jealousy might cause objections from some quarters, nothing of the sort has so far occurred.

Dr. Morrison, who is so well-known in China that it seems rather futile to discuss him or describe his career, is a man of remarkable experience and personality. He has had a most adventurous life, and the several widely separated parts of the world, although he is best known for what he has done in China. He has been over the length and breadth of this vast country many times and no one knows more about China and the Chinese than he. His travels throughout the nation have never been equalled. He has been in every province—in most of them more times than once. He has a good knowledge of the language and understands the people thoroughly. He has made a position for himself in Peking which is pre-eminent, and for several years his influence and power has been as great as that of any Minister, and greater than that of many. His home on one of the main arteries of the Tartar City—a broad highway which all foreigners call Morrison Street—is a landmark.

It is here that Dr. Morrison keeps his wonderful library, a collection of books, records and charts concerning things Asiatic which is without an equal. The Asiatic which is without an equal. The library, for which Dr. Morrison has just constructed a fine fire-proof building, is his greatest treasure and delight. He is over at work among his books and is constantly adding to his already enormous collection. Bookshelves all over the world have standing orders to furnish Dr. Morrison with anything they find on the Far East, whether just off the press or as old as the hills. He has many records of the Jesuits and some very old editions of Marco Polo. The value of his collection is estimated at \$40,000. Until recently Dr. Morrison intended selling his library, and there was a movement on foot to dispose of it to the Chinese Government, that it might be kept in Peking, but now that he himself has decided to remain here—he will not sell at this time.

Dr. Morrison is about fifty years of age. His frame is sturdy and his face full of personality. A heavy growth of grayish hair which covers his head in a rather tumbled mass helps to give him an appearance somewhat out of the ordinary.

His life of adventure began when he was but eighteen years old. His father was the principal of Geelong College, Geelong, Victoria. Dr. Morrison went to school there and thence to Melbourne University. During his vacations he started in on his explorations. He did a walking trip of 650 miles and a canoe trip of more than fifteen hundred miles. After a couple of years at the university he had a disagreement with his teachers and he left school. He shipped as a sailor on a vessel engaged in the Kanaka slave-trade. He wrote a report of what he saw and this led to a correction of the abuses then going on. Later he went to New Guinea, and from there back to Australia in a fishing junk. A notable trip he made at a later date was across Australia on foot, a distance of more than two thousand miles. He did it in 123 days. Later on he went again to New Guinea, and while

exploring there was attacked by natives and struck twice by spears. The spear points were not removed until some months afterwards.

Following this adventure, Dr. Morrison resumed his medical studies, going to Edinburgh. He finished in three years and then went to America in an emigrant vessel. He later looked in on Jamaica and then went to New York. From there he went to Spain, where he was an assistant medical officer at some copper mines. He was promoted after a time and took the place of his chief. After a year and a half of this he crossed over to Morocco and became medical adviser to the Sheriff of Wazzan. He remained in Morocco for a few months and then returned on a trip through Spain.

From Spain Dr. Morrison back tracked to Melbourne, qualified and took a position in a hospital. He held it for two years and then took to the road once more. He went to Hongkong and to the Philippines. He visited the coast ports of China and followed that up with an inspection of Japan. From Japan he went back to Shanghai and walked from there to the Burma frontier. This trip resulted in a book. Then the *London Times* picked him up and sent him to Siam to investigate conditions there.

When this mission was completed the energetic Morrison was sent back by the *Times*. This was in 1897, and he has been here, off and on, ever since. He visited Manchuria and Russian regions to the northward and with great accuracy described Russian intentions. Later he made another trip to Siam and then went to Korea. He was there when the Boxer troubles broke out. He hastened to Peking, where he remained throughout the siege, doing his share of the work with great courage and zeal and receiving a wound from a Boxer bullet. He was given high praise by Sir Claude Macdonald, the British Minister. Among other things, Dr. Morrison rescued a group of American ladies and children from the Western Hills just as the trouble broke out. He was wounded by the same volley that killed Captain Strouts. After the Boxer troubles he resumed his travels, visiting many places throughout the country. He went to Port Arthur to see the capitulation of that stronghold, and after the war was over he went to the Portsmouth Conference. In 1909 he was presented to the late Emperor of China, and enjoys the distinction of being one of the two foreign journalists ever presented to His Majesty. In 1910 he rode clear across China, going through Kansu and the New Dominion.

It is probable that his new position will prevent indulgence in his passion for travel, but it is safe to say that when he has finished his work with the Chinese Government he will again take the open road.

HOME RULE ALL ROUND.

HOW A GROUP OF M.P.'S WOULD SOLVE THE PROBLEM.

The text was issued recently of the Home Rule All Round Bill brought in by Mr. MacCullum Scott, Mr. Munro Ferguson, Sir Maurice Levy, Sir Ivor Herbert, Mr. Essex, Mr. A. H. Marshall, Mr. Pirie, Mr. Pringle, Mr. Haydn Jones, and Mr. John.

Under the Bill a local Parliament would be set up in England, Scotland, Ireland, and Wales, and his Majesty would be represented in England, Ireland, and Wales by a Lord High Commissioner. The Parliaments would have legislative and administrative power in matters that concern each respective country alone. Special provision is made against the imposition of any religious disability.

To the Imperial Parliament, in addition to a general over-riding authority in all local affairs, is reserved the exclusive control over all matters that concern the United Kingdom as a whole or the Empire.

England, Scotland, and Wales the local Parliaments would consist of the King and a Single Chamber, and in Ireland the King and a Senate and a House of Commons. The membership would be as follows:—

England..... 458 Ireland..... 169
Scotland..... 176 Wales..... 84
The Irish Senate would consist of 40 Senators nominated by the King on the advice of his Ministers in the Imperial Parliament.

Each local Parliament will have power after three years to alter the franchise or to redistribute the constituencies with due regard to the number of electors in each constituency.

To deal with the subject of finance the measure seeks to set up a Commission of nine members, consisting of four representatives nominated by the Imperial Treasury and one representative from each country, presided over by an officer from the Imperial service.

RAILWAYS IN KOREA.

OPENING UP AGRICULTURAL DISTRICTS.

In the Consular report on the trade of Korea attention is drawn to the fact that in consequence of the completion of the railway bridge over the Yalu, which was opened to traffic on November 3rd, Korea now has direct railway communication with the rest of the Asiatic continent and with Europe. The journey from Changchun to Seoul, a distance of 673 miles, now takes 20 hours, while a further ten hours is required for the journey from Seoul to Fusan.

Among the new local Korean lines, the railway from Seoul to Gensan, on the east coast, which, while not possessing any great commercial possibilities, is most important from an administrative and strategic point of view, will be completed by the autumn of 1914, about two years earlier than had been estimated.

The Honam, or southern line, the whole of which is likewise to be finished in 1914, will materially assist in opening up the rich agricultural districts of the south. In the opinion of the British Consul-General at Seoul, the construction of these two railways means the development of Korea.

FOREIGN OPIUM AT SHANGHAI.

Mr. H. F. MORRILL, Commissioner of Customs at Shanghai, in his report on the trade of the port in 1911 writes:—

The record of the opium trade during the year is of peculiar interest. At the beginning of January the value of Malwa was about Hk. Tls. 1,600, and Bengal Hk. Tls. 1,030, per chest, with a market slightly rising. In March rumours began to circulate that a new Agreement was to come into force by which the then Customs charges would be materially increased. The stocks held had been considerably added to in the interim, and the price fell. As an exceptional concession to the owners, an arrangement was allowed by the Customs permitting any owner desirous of so doing to pay at once duty and like at the rate of Hk. Tls. 110 then in force and to retain such opium in the bonded godowns for "subsequent delivery," without insisting on its being immediately labelled and removed elsewhere for storage. All such opium was carefully identified, with-out opening, and the chests were then wired and a special "ticket" attached. Such opium could be delivered and labelled upon receipt of formal application at any subsequent date.

This arrangement was availed of to the fullest extent by the opium merchants; and by the 8th May, when the new Opium Agreement was published, no fewer than 12,663 19-2 chests had paid duty. Of these, 5,522 10-2 chests have since been furnished imported and labelled, while the chests are still stored in the bonded godowns. Various complications occurred on the question of certification. The Indian Government had been issuing certificates for opium authorised to be exported to China from the beginning of the year; but such certificates had been kept by the importers, even if forwarded, and much of the opium had already been delivered. Consequently, it was only possible to attempt to discover how much of the stocks on hand on 8th May could be classed as certificated. In many cases the merchants themselves were unable to produce any proof whatever in support of either view. The original shippers might not have forwarded the certificates, or the opium might have been reshipped from Hongkong or Singapore and the certificates retained there.

Another slight drop took place in the market during May; but to this succeeded a rush in wild speculations which bade fair to raise the rubber boom of 1910. It was caused by a rumour that the Indian Government had arranged to suppress completely all importation of opium into China by the end of 1913. This rumour has, of course, been proved to be baseless. While it still was being generally credited, prices rose, on paper, to extraordinary heights. Opium "to arrive" was bought and sold in the most excited manner. Opium owners admit having recorded larger profits in the three or four months while the rumour prevailed than during the whole of the last 10 years; but they have not necessarily been able to realise such profits, since comparatively few transactions were on a cash basis. The question of the storage and insurance of the immense stocks had also to be considered. Much of the opium was held by the foreign banks as security for advances, and the fluctuations in prices caused no little anxiety. The fire insurance companies were disinclined to accept extreme risks on single godowns, and it became desirable to distribute the stocks among more godowns. As a concession to the requirement the opium godown owners were allowed to bond supplementary godowns. At the beginning of the year four bonded godowns, which have replaced the old opium hulks, sufficed for the stock in hand, but at the end of 1911 no fewer than 10 had been applied for and authorised among the same owners as before. Of these, seven are fully bonded, while three are reserved for the storage of "ticketed" opium, duty and like paid for subsequent delivery, as above referred to—and no other.

In such cases no additional bonds were called for. In the event of the re-exportation of such "ticketed" opium to a foreign port, it is in all cases duly labelled with Shanghai labels prior to shipment, and is covered by an exemption certificate which enables the port of destination to grant transit certificates there, none being issued at Shanghai. No case has occurred of such opium being reshipped abroad, and when the exceptional procedure was authorised a special reservation was made to the effect that under no conditions could any claim be entertained for the refund of duty and like in this paid at the old rate on opium "for subsequent delivery." Latterly, a considerable number of chests of duly labelled opium were imported into Shanghai from other ports. In no case was such labelled opium allowed entry into the bonded opium godowns, even when being landed by the importing steamers. The subsequent movements of such opium are consequently assimilated to those of general cargo re-exports, examination and identification of the opium being in all cases insisted upon whenever re-exportation of entire chests, or certificates are issued by the Indian Government for "touch" opium, commonly called "prepared," opium, and the half-chest of "boiled" opium now in hand is an instance in point. Shanghai is too far north of Hongkong and the Straits for merchants to risk the shipment of such valuable cargo by junk, and hitherto no attempt has been detected to land any chest of foreign opium clandestinely within this district. Fabulous prices are said to have been offered for labelled opium to be at seller's risk until safely received by buyer; but little business has actually resulted, and many cases where labelled opium was sent to Yangtze ports under exemption certificate recently, such as Shanghai. The returned to seller in during the highest prices for cases for Malwa about of speculation were.

At the beginning of the year for Bengal Hk. Tls. 3,200, and for Malwa Hk. Tls. 3,250, per chest, both non-duty paid, but for opium "to arrive" (ki-tao) prices for opium Hk. Tls. 3,750. As high as reached about Hk. Tls. 7,000 has been mentioned as offered for opium duly labelled and safely

delivered far up the Yangtze; but no authentic case is on record of the payment of such prices. At present the local trade is almost at a standstill, and the non-negotiability or repudiation of native bank orders in many cases has caused almost a panic on the market in this connection. The gross amount of foreign opium actually imported into Shanghai from abroad shows a decrease of about 2,900 piculs, and, under present conditions, it seems probable that considerably over a year will have elapsed before the present stock of duty and like paid opium still stored in bonded godowns awaiting delivery can possibly be exhausted. Its existence was duly taken into consideration by the Indian Government when the reductions for the authorised importations into China for the years 1915-16 were being arranged.

YOU CANNOT HAVE IT BOTH WAYS.

Under this heading in large black type the *London Daily Express* prints the following in double columns:—

What are we to do with the Little Englanders? With the Radical publicists lauders! With the Radical Press with who are filling the Radical Press with wails and shrieks in their advocacy of a microbe England?

What are the same and serious middle classes going to do with them? They will not learn, they will not be taught. Unchangeable history has no meaning for them. The facts of the ages inevitably go under, that only the fit and the ready survive, that diplomacy backed by force has never saved a nation, that high civilisation did not help the Greeks or the Romans or the Byzantines or the South American Incas from the Hun and the Goths, the Saracens and the Spaniards—all this is as nothing.

While the weaklings of the past were probably talking of Rare and Refreshing Fruit, the hardy folk over the borders were being trained for war. And when the war came the Rare and Refreshing became Dead Sea Fruit, and all the social ameliorations that the Tiny Englishmen trotted out to hold most dear were no more than the baseless fabric of a vision. One would think that even to preserve their own ideals the Tiny Englishmen would urge us to be ready.

When, one day, Englishmen are not allowed to walk the pavements of their cities, and their women are for the pleasure of the invaders, and the offices of the Tiny England newspapers are incinerated by a furious mob; when foreign military officers proclaim martial law from the Royal Exchange steps, and when some billions of pounds have to be raised by taxation—by taxation of the "toiling millions" as well as others—to pay the invaders out, and the British Empire consists of England—less Dover, required for a foreign strategic tunnel—and the Channel Islands—then the ghosts of certain politicians and publicists will probably call a meeting for the discussion of the Fourth Dimension.

What are the middle classes to do? They see these clever and talented demagogues controlling by the mere gift of eloquence the empowered majority which has no knowledge and no prudence, but which governs this country by sheer force of blind and unthinking numbers, and there seems nothing to be done.

The idea is that we shall "worry through." Much in the same way, one supposes, as we have worried through the Olympic Games at Stockholm.

WE DID NOT TRAIN.
WE DID NOT ORGANISE.
WE TRUSTED TO KNOW.

Lord Haldane gurgles of Goethe to the Germans while the Empire is—not yet burning, but is being saturated with kerosene to kindle when somebody applies the match.

We desire peace with the world—passionately we desire it. We desire peace with Germany. But to keep the peace—peace worth keeping—we must be ready for war. Not that it will come to war. We shall simply give way point by point, and however vital the point may be we shall still give way, and the leading articles in the Tiny England Press will be in the forefront of the battle to give way. Even though the point may be the massacre of the Armenians, or the Jews, or the missionaries, or any of the things so dear to the heart of the Little Ones, we shall still have to give way.

Does anyone—anyone who knows—say seriously that the German working man is less happy, less well nourished, less prosperous than the English working man? How is it, then, that Germany can maintain the greatest navy in the world, the second greatest army, and spend hundreds of thousands of pounds upon gaining the mastery of the air, while England "cannot afford" to maintain at the same time a great fleet, an adequate army, and hardly any pretence of the aerial force? The difference between the German army and our own is too great to be set down in figures; the difference between the German fleet and our own will soon be one of half a dozen ships or so. What we risk and what Germany risks in a war is ridiculously out of proportion. If we win, what can we do? Blockade and destroy her ocean-borne commerce. But Germany can still live. If Germany won, what happens to us? Starvation and ruin. We cannot get to Berlin anyhow—Berlin could get to London.

Supposing Germany builds two hundred dirigibles and loses one hundred and ninety-nine of them—but just one gets over London. It will pay her. What are we going to do about it? What are we going to do when the bombs are dropping? We shall willingly pay ransom to Germany the cost of those hundred and ninety-nine lost airships. Would it not be better to build two hundred dirigibles ourselves before the war? It would not cost any more. We might even get to Berlin by air; we cannot get there by sea.

The Liberal War Minister says we need not have conscription until after the next war. A tacit admission that after the next war it will be necessary to have it. Why not have it now? It will not have to be nearly so drastic a conscription—it can be quite a nice, easy conscription—if we do not wait until after the next war.

You can't have it both ways. The Utopian dream of the Little Ones leads inevitably to a terrible awakening. You can have unpreparedness—and rapine; or you can have preparedness—and peace.

INTIMATIONS

JOHNSTONE'S

M.P.



The Effects of Bad Whisky

After effects of M.P.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

133

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND
SURVEYING INSTRUMENTS(Transits, Levels, Plane Tables, Prismatic and
Sight Compasses, Hand Levels, &c., &c.)DRAWING INSTRUMENTS
AND MATERIAL(T Squares, Set Squares, Straight Edges
Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD.
LONDON.E. R. WATTS & SON, LTD.
LONDON.

45

WE ELIMINATE
GUESSWORKBY USING
THE LATEST
AND MOST
SCIENTIFIC
APPLIANCES

In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

O'LEARY & Co.
SCIENTIFIC OPTICIANS
109, BLOOMSBURY ROAD, LONDON, W.C.1.

75

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

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P.O. Box 33. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEWKNOR" No. 116, The Peak.
Possession October 16th, 1912.
Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Princes Buildings, 100, House Street,
Hongkong, 14th August, 1912. [993]

WANTED.

IN the Electrical Engineer's Department
H. M. DOCKYARD, an experienced
DRAUGHTSMAN, Rate of pay to commence
\$2.00 per day rising by annual increments of
25 cents per day to \$3.00 per day. Apply in
writing stating full particulars of education,
training, and experience to the
ELECTRICAL ENGINEER,
H. M. DOCKYARD.
Hongkong, 13th August, 1912. [991]

NOTICE

DURING Mr. G. H. MEDHURST'S absence
from the Colony Mr. STANLEY
HUDSON DODWELL is appointed
MANAGER of DODWELL & Co., LTD.,
and Mr. GEORGE MORTON SMITH,
Acting Sub-Manager.
By Order of the Board of Directors of
DODWELL & Co., LTD.
Hongkong, 12th August, 1912. [981]

TO BE SOLD.

AT THE PEAK.
HOUSES and a BUILDING SITE.
DENNY & BOWLEY,
Solicitors,
2, Connaught Road Central,
Hongkong, 13th August, 1912. [982]

THE CHINESE ENGINEERING AND
MINING CO. LTD.
(IN LIQUIDATION).

PAYMENT OF DIVIDENDS ON SHARES
for period ending 27th June, 1912.

THE COMPANY in Extraordinary General
Meeting held on the 12th June, 1912,
having declared a DIVIDEND of 7½% per
Share, free of tax, equivalent to 1/64 per Share
for the period ending 27th June, 1912, holders
of Bearer Shares and holders of Dividend
Warrants received from London on account of
Registered Shares will be paid their Dividends
on presenting No. 18 Coupon of the Bearer
Share and Dividend Warrants on the Registered
Shares to any of the following Banks at Shang-
hai or Peking:—
HONGKONG AND SHANGHAI BANKING
CORPORATION.
RUSSO-ASIATIC BANK.
SINGAPORE BANK.
Payment will be made in either Dollars or
Taels, at the holder's wish, at the Buying
rate of Exchange of the day.
THE CHINESE ENGINEERING AND
MINING CO. LTD.
(In Liquidation).
DODWELL & Co., LTD.,
Agts.
Hongkong, 13th August, 1912. [988]

BACON!

SUGAR CURED
BREAKFAST BACON.

Absolutely the best obtainable.

THE
DAIRY FARM CO., LTD.

GRACA & CO.

Padua St. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMP VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
BABY DOLLS
WITH
CHINESE DRESSES.
[985]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.
undertake every description of lighter work, including transshipments in the Harbour,
delivery to any water frontage in the Colony, and conveyance to Canton and West River
ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.

16th and 17th August.

THE GREAT
CARANGEOT
TROUPE.

ROYAL ARTISTS.

15 EUROPEAN ARTISTS 15
Will Give the Best Show Ever Seen
in Hongkong.

Mr. SLADECK,
The World's Champion Trick Cyclist.
Professors BECKER and CHARLIE,
Conjurors and Magicians.
Miss FRANZISKA,
National Character Dancer.
Brothers CARANGEOT, Saloon Acrobats.
JAKANI and CLEMENS,
Double Trapeze Act.
FAMILE ANTONIA, Musical Clown.
Mr. A. CARANGEOT, Pyramids of Chairs.
CUGL and MUGL, Comedienne Entree.
TONJA and BOB, Wonderful Balancing Act.
Brothers SLADECK, Double Cycle Act.
FAMILE CARANGEOT, Statue Marble.
GRAND PANTOMIME
GIVEN BY THE TROUPE.
TICKETS: \$3, \$2 and \$1.

MATINEE—SATURDAY at 4.30 p.m.
SPECIAL PROGRAMME.
TICKETS \$2 and \$1, Children Half-Price.
Booking at MOUTRIE'S.
Manager, I. KOCH. [990]
Hongkong, 13th August, 1912.

THEATRE ROYAL.

COMMENCING:

FRIDAY, AUGUST 23RD, 1912.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN
OPERA CO.

FRIDAY, 23rd AUGUST:

"THE QUAKER GIRL."

SATURDAY, 24th AUGUST:

"THE WALTZ DREAM."

MONDAY, 26th AUGUST:

"THE MOUSME."

TUESDAY, 27th AUGUST:

"THE COUNT OF LUXEMBOURG."

WEDNESDAY, 28th AUGUST:

"PEGGY."

THURSDAY, 29th AUGUST:

"OUR MISS GIBBS."

FRIDAY, 30th AUGUST:

"THE ARODIANS."

PRICES... \$3.50, \$2 and \$1.

Commence 9 p.m. sharp.

Plan of Seats Open at MOUTRIE'S

at 10 a.m. on WEDNESDAY.

Hongkong, 13th August, 1912. [983]

NOTICE.

WE beg to inform our Lady
Customers that our
Establishment will be Closed
at 6.30 p.m. every day,
commencing from 13th August,
to 13th September, for 1 Month
only, owing to our Fasting
Holidays.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zeland Street, Hongkong,
13th August, 1912. [95]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route

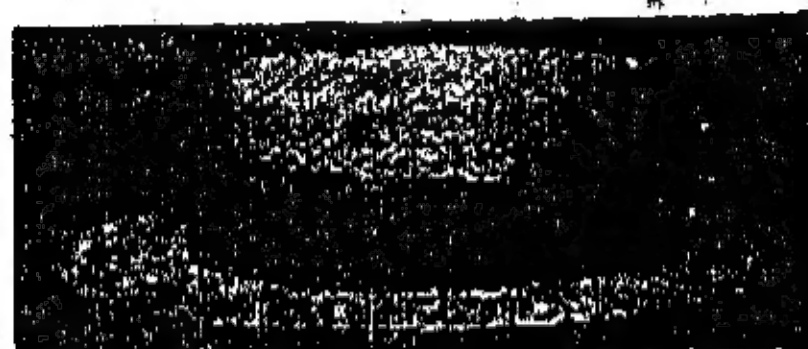
from CANTON to WUCHOW

INTIMATIONS

LANE,
CRAWFORD
& Co.

TAILORS and
OUTFITTERS.

NEWEST STYLES IN
STRAW and FELT HATS



From 2.50 each.



From 5.00 each.

TROPICAL and Light Weight
SUITINGS
SERGES and Flannels.
LANE, CRAWFORD & CO.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY HALL,
Hongkong, on SATURDAY, the 17th day of
August, 1912, at Noon, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 30th
June, 1912.

THE REGISTER of SHARES of the Cor-
poration will be CLOSED from MONDAY,
the 5th August, to SATURDAY, the 17th
August, 1912 (both days inclusive), during which
period no transfer of Shares can be registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 1st August, 1912. [950]

HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of ONE
DOLLAR (\$1) per Share for the Six
Months ending 30th June, 1912, will be Payable
on WEDNESDAY, the 14th August, 1912,
on which date Dividend Warrants may be
obtained at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 12th
August, to WEDNESDAY, the 14th August,
1912, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 8th August, 1912. [977]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104
of the Articles of Association the General
Managers have This Day Declared an
INTERIM DIVIDEND for the half-year
ended 30th June, 1912, of TWO DOLLARS
PER SHARE.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, 16th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th instant to the
15th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong 7th August, 1912. [975]

ANGLO-JAVA ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that an
INTERIM DIVIDEND of SIX
PENCE per Share has been declared for the
half-year ended 30th June, 1912, and will be
Payable to the Shareholders on the Register
at the CHARTERED BANK of INDIA,
AUSTRALIA and CHINA in Shanghai at the
rate of 19 Candareens per Share on and after
WEDNESDAY, the 21st inst.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to the
21st August, 1912, both days inclusive.

By Order of the Directors,
J. A. WATKINS & Co., Ltd.,
Secretaries & General Managers. [989]

FOR SALE.

GAS COMPRESSOR with ELECTRIC
MOTOR and FITTINGS. Will
increase ordinary lighting power by 25 per cent
without extra cost.

Apply—
MANAGER,
"Hongkong Daily Press" Office
Hongkong, 14th March, 1912.

BANKS

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton
Colon Cebu Hankow
Hongkong Kobe Manila
Mexico Panama Peking
San Francisco Shanghai
Tientsin Yokohama

CAPITAL AND RESERVE... \$6,800,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING

BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual

terms.

DEPOSITS RECEIVED, fixed for one year

at 4 per cent, per annum, or for shorter

periods, at rates which may be ascer-

tained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMIT-

TANCES made.

LETTERS OF CREDIT AND DRAFTS

granted on all the principal cities in

the World.

THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the

World.

COMMERCIAL LETTERS OF CREDIT

issued.

PURCHASE and SALE of Stocks and

Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 30th July, 1912. [844]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:—

Amoy Canton Cebu Hongkong

Kobe Manila Nagasaki Osaka

Shanghai Tientsin Yokohama

HONGKONG OFFICE:
3, DES VIGUE ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had

on application.

K. THUDZURABARA, Manager.

Hongkong, 1st May, 1912. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balances at 3½ per cent.

per annum.

Depositors may transfer at their option

balance \$100 or more to the Hongkong and

Shanghai Bank to be placed on FIXED

DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [120]

BANKS

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED 1,125,000
PAID UP 525,000
RESERVE FUND 350,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Calcutta
Canton
Colon
Hongkong
Kobe
Manila
Peking
San Francisco
Shanghai
Tientsin
Yokohama

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange

business transacted. Stocks and Shares

bought and sold on account of Constituents.

Letters of Credit granted on Agents and

Correspondents all over the world.

INTEREST allowed on Current Accounts at

2 per cent per annum on Daily Balance and on

Fixed Deposits at rates which may be

ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCH
HANDELSBANK.

(NEDERLANDS-INDIA COMMERCIAL BANK).

ESTABLISHED 1853.

AUTHORISED CAPITAL Fl. 15,000,000 (\$1,250,000)

Paid-up Capital Fl. 12,000,000 (\$1,000,000)

in Fl. 14,905,350 (\$1,242,112)

Reserve Fund Fl. 3,232,157.01 (\$27,013)

in Fl. 5,022,161.27 (\$418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGONS BANK,
SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent, per

annum on Daily Balances and accepts Fixed

Deposits at the following rates:—

12 months 4½% per annum.

6 do. 4% do.

3 do. 3½% do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central,
Hongkong, 7th August, 1912. [922]

THE SPECIE BANK

LIMITED.

AUTHORISED CAPITAL... Yen 45,000,000

PAID-UP CAPITAL... Yen 30,000,000

RESERVE FUND... Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:

Ankang-Hsien Liao-Yang Ryujun

Calcutta (Port Arthur)

Canton San Francisco

Hankow Lyons Shanghai

Hongkong Nagasaki

Peking New York Tokyo

Shanghai Tientsin

Yokohama

Osaka

Fukuoka

INTEREST ALLOWED ON CURRENT ACCOUNTS

THE JOY OF RETURNING HEALTH.

WHAT TWO ROYAL PHYSICIANS SAY.

Of all the simple joys of life, few give a greater thrill than when, after a siege of illness, the patient is told that he has left suffering behind him; he is convalescent, and is to be allowed to resume his normal food instead of the light, sloppy diet on which he has been feeding.

Even under favourable circumstances, however, convalescence may be a protracted, tedious affair which the patient finds exceedingly irksome, especially if he has important duties to perform or urgent matters awaiting his consideration. Even, however, if there is no such need for his immediate return to the work-a-day world, natural inclination makes him anxious to be up and out in the shortest possible time.

Under such circumstances, nothing will make him achieve his object so quickly as a course of Sanatogen. Every doctor knows that it is the greatest revitalising and reconstructing preparation in the world, "the tonic food with lasting effects," as it has been called by those who like to describe it in a phrase. Its use in convalescence is universal, and has been attested by thousands of doctors, including the physicians to ten crowned heads of Europe. Among them may be mentioned Dr. Ott, the late King Edward's physician at Marienbad, who writes:—"I have been using Sanatogen for a number of years in my practice with excellent results. These results have been notably good in cases of convalescents after severe illnesses, and also in the case of elderly people when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."

With his name may be associated that of Dr. Quirico, physician to H.M. the King of Italy, who has made the following statement:—"I have used Sanatogen with marked benefit in the case of weakly children, and in convalescence after long illnesses. I consider the preparation a most excellent tonic food."

The reason for Sanatogen's use at this time is simple. It supplies an easily digestible food of great strength, one which restores the nervous as well as the physical side of the body, and improves the condition of the blood.

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to Messrs. A. WULFING & Co., 8, King's Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-405]

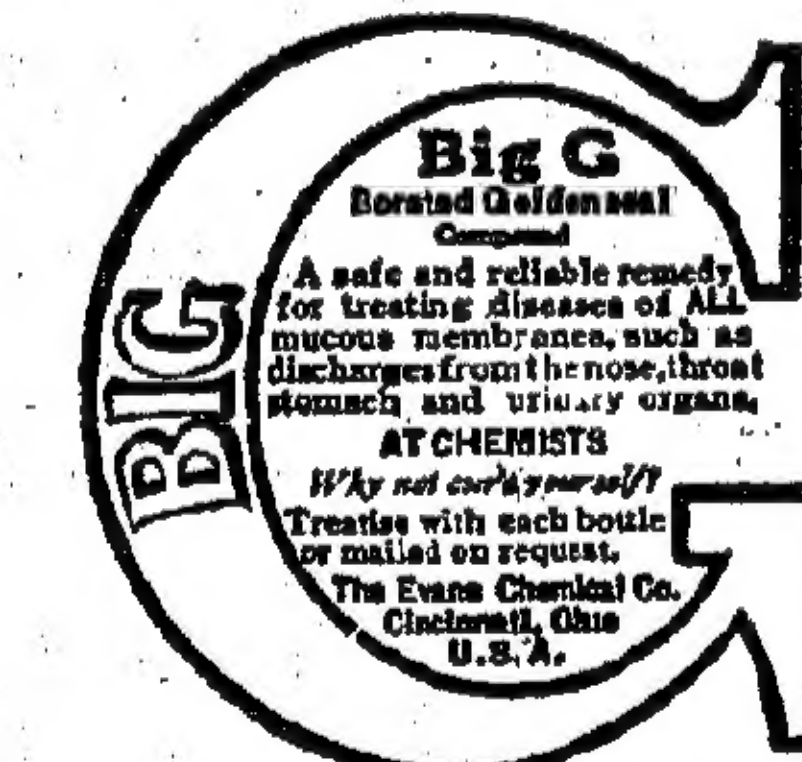
STOMALIX

Sole of Carlos. Cures Dyspepsia and all other ailments of the stomach and intestines, painful and otherwise.

Wholesale Agents: FRANCIS NEWBURY & SONS, Ltd., London, Eng.

KEATING'S WORM TABLETS

A purely Vegetable Preparation. Sold in Bottles by all Druggists. Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for intestinal or thread worms. Perfectly safe, mild, and especially adapted for children. It is obtained of all Druggists. Proprietors, THOMAS KEATING, London, Eng.



APIOLINE (CHAPOTEAUT)



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny Royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THE NEW FRENCH REMEDY, THERAPION No. 1

CURES DYSPEPSIA, INDIGESTION, NERVOUSNESS, HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, GOUT, GRAVEL, CALCULI, OBESITY, ANEMIA, CHLOROSIS, HYPERTENSION, BRONCHITIS, ASTHMA, COPPER, SCURVY, SYPHILIS, GONORRHOEA, VENEREAL DISEASES, ALL SKIN AFFECTIONS, AND ALL THE AFFECTIONS OF THE GENITAL ORGANS.

THERAPION No. 2

CURES CHRONIC NEURALGIA, MIGRAINE, RHEUMATISM, GOUT, GRAVEL, CALCULI, OBESITY, ANEMIA, CHLOROSIS, HYPERTENSION, BRONCHITIS, ASTHMA, COPPER, SCURVY, SYPHILIS, GONORRHOEA, VENEREAL DISEASES, ALL SKIN AFFECTIONS, AND ALL THE AFFECTIONS OF THE GENITAL ORGANS.

THERAPION No. 3

CURES CHRONIC NEURALGIA, MIGRAINE, RHEUMATISM, GOUT, GRAVEL, CALCULI, OBESITY, ANEMIA, CHLOROSIS, HYPERTENSION, BRONCHITIS, ASTHMA, COPPER, SCURVY, SYPHILIS, GONORRHOEA, VENEREAL DISEASES, ALL SKIN AFFECTIONS, AND ALL THE AFFECTIONS OF THE GENITAL ORGANS.

THE GOLFER'S PROGRESS.

SUMMER DIFFICULTIES.

[BY A WANDERING PLAYER.]

A good majority of the most practical and thorough golfers agree that this present time, with the heat and the extreme dryness and hardness of courses and the peculiar conditions that they embrace, is one of the hardest in the golfing year, that is, to the man who really plays his shots and not to the duffer who merely scuffles the ball up along the course "somehow." Before you play it, the game looks as if it should be easier, and it might be argued that it is, because so much extra run is given to the ball and the holes, as it were, are shortened, but there is a doubt about the extent of this extra run, and even if it is considerable the advantage is neutralised in other ways.

THE RUN OF THE BALL.

Believing in this run, most men play in the summer time for a low ball, so that they will get as much of it as possible. But at present the grass along most fairways has been burnt, with the degree that it is hard and dry, with no smooth, slippery sap in it, and am convinced that along the ball does not run so well or so far as it does on ordinary dry and close-cut grass that is still green. It must be remembered, however, that a ball hit with a medium high trajectory comes down to the hard turf with a bump and immediately makes a long series of rebounds, and it is in this way that most of the "run" is made up, real run not being done until the last few yards, so that the wiry grass has little effect. But then you will perceive that playing for the very low ball, as surely it is right to do, you are reducing the rebound and making pure run. It is a puzzle. That you can drive further on the rebounding system in the summer than at any other time most men believe, but I do not think the popular idea about the extra run is right. Again, I do not believe that in the summer time you get a greater carry on the ball than at other seasons. Why should you? There are various reasons why you should not, one of the chief being that the summer atmosphere offers greater resistance to the passage of the ball than that of the spring and autumn.

There are two other special sets of summer difficulties, and it might be said that one set comes out of the player and the other out of the course. For physical reasons the game is a greater strain now than when the weather is cool and the turf moist, and there is everything to be said for playing only a little of it. Staleness is most rapidly induced. The system is slack and flabby; it is the most difficult thing to take the necessary amount of pains to concentrate sufficiently, and to keep the body still, and the result is that a most undue proportion of summer shots is carelessly made and positive damage is done to one's game by making them. If one can get accustomed to them rubber soles undoubtedly do something in hot weather and on hard courses to help one's game in making things more comfortable and establishing a buffer between the harsh ground and the place where the nervous system is brought into contact with it.

But again, much of the excessive strain in hot brilliant weather is made through the eyes. The fastening of the sight on a point of the glittering white ball which sometimes has the heat waves quivering about it is an exceedingly trying business. They tire very rapidly under the strain to which they are subjected. Now in this matter at all events there is a practical suggestion that may be put forward. Is it not possible to apply a paint to golf balls that is both properly elastic and adhesive and yet dull so that the glitter may be reduced? I am sure that at such times as now there would be a demand for such a ball. It would be easier to play with than the shining ball. Again, to go a point further, why should the ball be white? It has been proved that yellow is easier to see at a distance in brilliant sunshine. This idea was partly suggested to me by the fact that at one of the stands in one of the golf exhibitions at Muirfield pyramids were made up of balls of different colours, one of them being yellow, and even looking at them there their advantages seemed to be suggested. The balls of another pyramid were painted to resemble aluminium, and the dullness seemed good, but the colour was wrong.

And again in this matter of helping the eyes to do their duty properly under difficulties there was a thing done at the holes in the championship at this same Muirfield that I do not remember to have seen elsewhere—in a championship at any rate. In addition to the flag stick bearing the usual bit of bunting at the top, there was a tassel of the same colour fixed nearly to the bottom of the stick, just above the hole. This gave the player who was approaching it a sight of the hole itself, its exact location, and it is that he strains his eyesight for and not the flag above. This idea is simple, inexpensive, and it may be very well commended to club committees.

MASHIE, NIBLOCKS, AND HOOKERS.

The chief of the difficulties created by the course is that of picking up the ball as it is best to pick it up and controlling it in the stroke. For the most part shots through the green have to be played as clean as a whistle these days. Never is the cleek such a useful club as now, and the many men who still say, "Oh, I never could play with a cleek!" are at a very serious disadvantage in dog-day golf. There are two other clubs which are particularly dry-weather instruments: one is the jigger and the other the mashie-niblick of the most modern form which is a little larger than others and is often given some other fancy name, such as Quickstop (Taylor), Pitcher, and others. If one of these clubs is carried the ordinary niblick may be left behind, and at a pinch the mashie also if a good light iron is in the bag. Within a hundred yards of the hole there is no club so useful as the hands of the ordinary player as this kind. The jigger is continually having spasmodic runs of popularity. Last summer for a little while there was quite a boom in it; this season I have not seen it about anywhere. The fact is that it is not such an easy tool to employ as it seems to be, and it

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[636]

BOVRIL



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The Drink for Men

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is difficult to get one that is thoroughly well balanced; but there can be no doubt about its efficacy, when properly played, under such conditions as prevail at present. To be able to cut off nearly all the run from a fairly long iron shot is an advantage of the utmost consequence. The points of the jigger are that it is narrow in the face, with the top and bottom edges nearly parallel, and thick in the middle, and the defects of most jiggers are that these points are exaggerated, the faces being too narrow and the soles too thick in proportion.

It is a difficult thing to keep the hands in a proper and golf-like condition during the hot season, and good golf cannot be played with sore hands. One who suffers much would be wise to bathe them with some proper lotion as often as may be necessary. I know one keen player who at this time of the year sleeps with them enveloped in large gloves which are loaded up inside with lanoline, and he considers that he gains by this process.

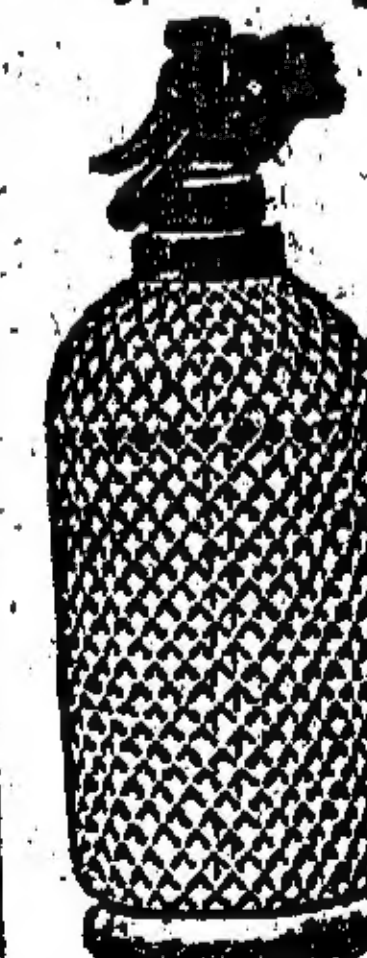
THE VALUE OF TRADE-MARKS.

At the annual congress of the International Association for the Protection of Industrial Property held in London Lord Justice Fletcher Moulton, President of the Organising Committee, in welcoming the delegates, who came from all parts of the Continent, from British Colonies, and also from Brazil, described trade-marks as the curse of fraudulent traders and the natural bond between character and success in trade. They put a higher premium, he said, upon commercial honesty than anything else they could think of, and a time was coming when trade-marks would have a still higher value. Some day the nations would be faced with the question of adulteration as contrasted with technological advances, and it was going to be one of the great questions of the future that a manufacturer who wilfully adulterated and sold goods for what they were not would have to be recognised as having committed a crime. On the other hand, the idleness of the imperfect methods of olden times and the supposition that everything that was not made like their grandfathers made it was a falsification would bar to the world the great advances made in chemistry and its allied sciences. Governments would have to draw a line between the proper use of what was good and the dishonesty which used that which was not good; and when that time, difficult as it was to draw, was established, in his opinion it would only be rendered

effective by trade-marks. Unlabelled goods would be driven out of the market, and goods of manufacturers who were willing to attach their names indelibly to them and accept the responsibility, with the knowledge that if they were adulterated they would be punished, would monopolise the market. They would look to trade-marks not only as a means to secure to the honest trader the reward which his ability justified, but look to them as a great protection of the uninitiated public against the wiles of those who would deceive them.

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[128]

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[995]

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TO BE LET.

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Apply—A. S. WATSON & Co., LTD., Alexandra Buildings. Hongkong, 22nd May, 1912. [122]

TO LET.

ON SHAMEN, BRITISH CONCRESSION. SIX ROOMS AND LARGE OFFICES. Best business situation. Apply to—T. E. GRIFFITH, Canton. [966]

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"GREENMOUNT," situated at 19, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent. Apply—No. 4, RIFON TERRACE, Bonham Road. Hongkong, 10th August, 1912. [980]

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KWLOON MARINE LOT No. 48 with WHARF. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings. Hongkong, 9th August, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2 PADDOE STREET. ONE-ROOMED OFFICE. Apply Property Office. JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

TO LET.

No. 12, BEACONSFIELD ARCADE. First Floor. No. 15, BEACONSFIELD ARCADE. First Floor. "THE CASTLE," Castle Road, 9 Rooms from 1st September, 1912, thoroughly repaired, painted and colourwashed. LARGE ROOMS, Central Position, Cheap Rent. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HAETING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—J. N. STEAD & DAVIS, 5th Floor, Alexandra Buildings. Hongkong, 5th August, 1912. [1122]

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Consignment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 16th Aug., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 15th inst., otherwise, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before 25th inst., otherwise they will not be recognized. S. MORIMOTO, Agent. Hongkong, 12th August, 1912. [986]

EAST ASIATIC COMPANY, LIMITED. COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR," Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 26th of August, or they will not be recognized. No Fire Insurance will be countersigned by the Undersigned.

MELCHERS & Co., Agents. Hongkong, 12th Aug., 1912. [987]

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* KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
* SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
* CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
* MANCHURIA	11,000	TUESDAY,	1st Oct., at 1 P.M.
* NILE	27,000	TUESDAY,	15th Oct., at 1 P.M.
* MONGOLIA	27,000	WEDNESDAY,	23rd Oct., at 1 P.M.
* PERSIA	9,000	TUESDAY,	12th Nov., at 1 P.M.

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
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And regularly thereafter.

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[42-43-44]

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 14th August, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

THURSDAY, 15th August, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

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S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

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Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th August.

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"HEUNGSHAN."

Will depart from the Company's CANTON STEAMER WHARF at 9 a.m.
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N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
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FARES AS USUAL.

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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
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GOTHENBURG.

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SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 20th Aug.
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MONTHLY EAST DIRECT SERVICE TO TRIESTE.
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S.S. "BOHEMIA," 7900 tons, will leave as above on 19th August.
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Cheap rates, Hongkong-Trieste, Venice, £30 1st, £26 2nd, £19 3rd Class.
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Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
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Superior accommodation for Saloon Class Passengers.
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CARGO is taken at reduced rates to all ports in the Adriatic, the Levant and Black
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S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

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Dining Cars—Observation Cars.
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AND KING'S BUILDING, HONGKONG

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS...	JAVA	Second half of August.	JAPAN	Second half of August.
TJIKINI ...	SHANGHAI	Second half of August.	JAVA	Second half of August.
TJILATJAP.	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJIPANAS...	JAPAN	First half of September.	JAVA	First half of September.
TJILIWONG	JAVA	First half of September.	JAPAN	First half of September.
TJIMAHU ..	JAVA	First half of September.	SHANGHAI	Second half of September.
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Hongkong, 10th August, 1912.

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REGULAR SERVICE BETWEEN
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S.S. "JELUNGA," 3,361 tons, Capt. Macfadyen, will be despatched to SHANGHAI,
KOBE and MOJI on 17th August, at 3 p.m.
S.S. "JAPAN," 3,805 tons, Captain Archdeacon, will be despatched to KOBE
and MOJI (YOKOHAMA if sufficient inducement offers) on 27th Aug.

WESTWARD.

S.S. "DILWARA," 3,460 tons, Capt. W. J. Bishop, will be despatched for
SINGAPORE, PENANG and CALCUTTA on 19th August, at 1 p.m.
S.S. "ARABATON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched
as above on 24th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 14th August, 1912.

AGENTS.

[592]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith ...	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 p.m.
RUBI ...	4000	S. A. Crosby ...	Manila, Mangarin, Iloilo and Cebu	On 29th Aug., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 14th August, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"LUETZOW," Capt. J. BOEFELDT.	17,300	{Wednesday, 21st Aug., at Noon.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA ...	"PRINZ LUDWIG," Capt. F. von BRYNNE.	18,300	{About Wed'day, 21st Aug.
MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{Saturday, 7th Sept., at 9 a.m.
KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{About Tuesday, 20th Aug.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SEMMILL.	5,000	{Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th August, 1912.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCROW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

7291—CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

VESSELS PASSED ANJER.

July 21, German str. <i>Hessen</i> , from Sydney for Batavia.	July 22, British str. <i>Umbala</i> , from Calcutta for Soerabaja.
July 24, British str. <i>Dardanus</i> , Konden- burg, July 23, from Tjilatjap for Batavia.	July 25, British str. <i>Sengoh</i> , from Calle for Fremantle.
July 26, British str. <i>Agamemnon</i> , from Amsterdam for Batavia.	July 27, British str. <i>Dardanus</i> , Konden- burg, July 27, from Batavia for Amster- dam.
July 28, British str. <i>Onda</i> , from Cal- cutta for Soerabaja.	July 30, British str. <i>Langton Hall</i> , Clement, July 28, from Besocki for Soerabaja.
July 30, Dutch str. <i>Medan</i> , Kunst, June 22, from Rotterdam for Batavia.	
July 16, German str. <i>Albany</i> , Hauth, from Australia for Batavia.	July 18, Dutch str. <i>Willelmina</i> , Adam, July 18, from Batavia for Rotterdam.
July 18, Dutch str. <i>Jacatra</i> , Karst, June 8, from Rotterdam for Batavia.	July 19, Dutch str. <i>Rindjani</i> , Bakker, June 15, from Rotterdam for Batavia.
July 19, British str. <i>Sofala</i> , from Colombo for Samarang.	July 19, Dutch str. <i>Ceram</i> , Berlijn, July 17, from Padang for Batavia.
July 19, Dutch str. <i>Tjibodas</i> , Borsman, July 18, from Tjilatjap for Batavia.	July 20, British str. <i>Ujina</i> , July 19, from Tjilatjap for Batavia.
July 21, British str. <i>Suladar</i> , from Calcutta for Soerabaja.	

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. W. Cookman, R.N.R.	15th Aug.	Freight and Passengers.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Barcham	Noon.	See Special Advertisement.
SHANGHAI, HANKOW, MOJI, Kobe & Yokohama	CEYLON Capt. A. E. A. Baker	About 19th Aug.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA Capt. R. E. Shone	About 22nd Aug.	Freight only.
SHANGHAI, MOJI, KOBÉ, PALMA and YOKOHAMA	Capt. H. W. A. Clark, R.N.R.	About 22nd Aug.	Freight only.

Hongkong, 12th August, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 15th Aug. 4 P.M.
TSINGTAI and NEWCHANG	"TAMSOI"	On 16th Aug. 4 P.M.
HAIPHONG	"SINGAN"	On 17th Aug. 8 A.M.
SHANGHAI	"ANGUI"	On 17th Aug. 8 A.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 20th Aug. 4 P.M.
MANILA, CEBU and LOILO	"TEAN"	On 20th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug. 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug. 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 28th Aug. 4 P.M.
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DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".
This Steamer has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 14th August, 1912. BUTTERFIELD & SWIRE. AGENTS. [8]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 16th Aug., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 20th Aug., at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 23rd Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 14th Aug., at 11 A.M.
		SUNDAY, 18th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).
During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS. [7]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 9th Aug.	On 17th Aug. Noon.
ALDENHAM	On 23rd Aug.	On 23rd Aug. Noon.
EMPIRE	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Ljapun, Onorio, Marsellias, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBÉ and YOKOHAMA:

S.S. PISA	15th August.
S.S. O. J. D. ABLERS	22nd August.
S.S. C. FERD. LAEISZ	11th Sept.
S.S. ARCADIA	24th Sept.

For Further Particulars, apply to—

Hongkong, 3rd August, 1912.

HOMEWARD.

FOR HAVRE, ROTTERDAM & HAMBURG:	S.S. FUERST BUELOW 15th August.
FOR HAVRE, BREMEN & HAMBURG:	S.S. GOLDENFELS 27th August.
FOR HAVRE, ROTTERDAM & HAMBURG:	S.S. BRISGAVIA 5th Sept.
FOR HAVRE & HAMBURG:	S.S. SUEVIA 12th Sept.
FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:	S.S. PREUSSEN 16th Sept.

FOR BOSTON & NEW YORK: S.S. AMERICA 31st Aug.

HAMBURG-AMERIKA LINE, Hongkong Office.

[10]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	TUESDAY, 20th Aug. Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept. at Noon.
CHIYO MARU	W. W. Stevens	TUESDAY, 8th Oct. at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct. at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 20th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	FRIDAY, 4th Oct. at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec. at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb. at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Black Pier).

[27]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th Aug., 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, YOKOHAMA, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco

G. \$110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY 14th Aug. at Noon
TAMSOI via SWATOW and AMOY	"MIFAJIMA MARU"	SUNDAY, 18th Aug. at Noon
ANPING via SWATOW and AMOY	"SOS HU MARU"	WEDNESDAY, 21st Aug. at 10 A.M.

N.B.—The Co's Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's Wharf (near the Harbour Office, Praya Central). For information of Freight, Passengers, sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

777-7

S. HIRON, MANAGER.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	MISHIMA MARU Capt. A. E. Moss	16,000	WEDNESDAY, 28th Aug., at Daylight
	KAGA MARU Capt. G. Tabusa	12,000	WEDNESDAY, 11th Sept., at Daylight
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	12,500	TUESDAY, 27th Aug., at 4 P.M.
	SHIDZUOKA MARU Capt. —	12,500	TUESDAY, 10th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon
	KUMANO MARU Capt. M. Winkler	9,600	FRIDAY, 27th Sept., at Noon
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christensen	12,000	MONDAY, 9th Aug.
KOBÉ and YOKOHAMA	ATSUTA MARU Capt. J. Nagao	16,000	FRIDAY, 16th Aug., at 5 P.M.
SHANGHAI, MOJI and KOBÉ	COLOMBO MARU Capt. Kamoshita	5,000	WEDNESDAY, 14th Aug.
NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 28th Aug., at Noon
SHANGHAI and KOBÉ	TOTOMI MARU Capt. Kawashima	4,000	MONDAY, 26th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOSA MARU,"	6,000 tons, Capt. T. Sato,	Saturday, 24th Aug.
"JINSEN MARU,"	4,000 tons, Capt. Masuda,	Saturday, 7th Sept.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA	7000	August 17	SUNDAY	SATURDAY
ASSAYE	7500	August 31	Sept. 15	Sept. 21
INDIA	8000	September 14	SATURDAY	FRIDAY
DEVANHA	8000	September 28	Oct. 4	Oct. 10
CHINA	8000	October 12	Oct. 18	Oct. 24
DELTA	8000	October 26	Oct. 26	Nov. 1
IN LA	8000	November 9	Nov. 23	Nov. 29
ASSAYE	7500	November 23	Dec. 7	Dec. 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £710 SINGLE, £10614 RETURN.

2nd 438 £ 7212

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
NUBIA	6000	September 4
SARDINIA	7000	September 18
NAMUR	6700	October 16
NANKIN	7000	October 30
NYANZA	6700	November 13

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON: 1st SALOON £550 SINGLE, £8210 RETURN. 2nd 238 £ 374

For further Particulars, apply to—

H. W. D. SHALLARD, ACTING SUPERINTENDENT.

781

